

**SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE**

**March 10, 2017 ~ 9:00 AM  
5510 Overland Ave, Room 271  
San Diego CA, 92123**

**MINUTES**

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes**
- IV. Items for Review:**

<b>SUBJECT</b>	<b>LOCATION</b>	<b>AREA</b>	<b>PLANNING/ SPONSOR GROUP</b>
<b><u>SUPERVISORIAL DISTRICT 2</u></b>			
<b>2-A. RADAR RECERTIFICATION</b>	<b>MAPLEVIEW STREET</b>	<b>LAKESIDE</b>	<b>LAKESIDE</b>
<b><u>SUPERVISORIAL DISTRICT 5</u></b>			
<b>5-B. SIGNALIZATION</b>	<b>SAN DIEGUITO ROAD</b>	<b>FAIRBANKS RANCH</b>	<b>SAN DIEGUITO</b>
<b>5-C. RADAR RECERTIFICATION</b>	<b>EL CAMINO REAL / LA NORIA</b>	<b>RANCHO SANTA FE</b>	<b>SAN DIEGUITO</b>

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** March 10, 2017 **Item 2-A**

**SUPERVISORIAL DISTRICT:** 2

**SUBJECT:** Radar Recertification

**LOCATION:** Maplevue Street from Maine Avenue easterly to 1,570 feet east of Ashwood Street (a distance of 0.55 miles)  
LAKESIDE (Thos. Bros. 1232 B-3)

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 40 MPH Speed Limit

### **PROBLEM AS STATED BY REQUESTER:**

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 40 MPH speed limit.

### **Existing Traffic Devices**

Maplevue Street is a striped four-lane Through Highway that varies from 54 feet to 106 feet in width. There is a short section with a two-way left-turn lane separating both directions of travel. There are bike lanes on each side of the roadway. The road is classified as a Prime Arterial on the Mobility Element Network. The road is posted 40 MPH/Radar Certified.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>1/17</u></b>	<b><u>2/07</u></b>
Maplevue Street:		
W/o Ashwood Street	24,350	22,500
E/o Ashwood Street	17,480	15,330

<b><u>Spot Speed Data</u></b>	<b><u>85th Percentile</u></b>	<b><u>10 MPH Pace</u></b>	<b><u>% in Pace</u></b>
Maplevue Street:			
350' E/o Vine Street (2017)	47 MPH	37-46	77%
(2010)	44.1 MPH	33-42	63.8%

### **Collision Data**

There have been 48 reported collisions, 19 of which involved injury along this segment of roadway in the last five year period (01-01-2012 to 12-31-2016).

**Discussion**

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 MPH increment adjacent to the prevailing (85<sup>th</sup> percentile) speed of motorists. The result of the recent speed survey (47 MPH) could support increasing the posted 40 MPH speed limit to 45 MPH.

Mapleview Street serves as a major connector route for the Lakeside Community and is impacted with congestion and delay. The Committee does not believe any benefit would be derived from a higher posting. On the contrary, an increased speed limit would have a negative effect by increasing the roadway's constant challenges. The traffic signal operations at State Route 67 (SR-67), Maine Avenue, and Ashwood Street have undergone major modifications to keep traffic flowing especially during El Capitan High School's (High School) arrival and dismissal times. Motorist's heightened attention is required along this road due to varying lengths of backup for both directions of travel between Ashwood Street and SR-67, closer-than-usual intersection spacing and continuous pedestrian presence associated with the High School and nearby high density dwellings. The collision rate is higher than the statewide average in this segment of road. The Committee believes that pedestrian presence and collision experience support a 5 MPH speed limit downzoning as allowed by the California Vehicle Code and confirm that the existing 40 MPH speed limit posting is reasonable and appropriate.

The representative from the California Highway Patrol (CHP) El Cajon Office expressed strong support for radar recertification of the existing 40 MPH speed limit. He stated unlike most roadways, Mapleview Street is busy 24 hours a day due to close spacing between intersections and its service as a primary route to the High School and the Barona Casino. His office maintains a strong visual presence and is committed to continued radar speed enforcement along this segment of Mapleview Street.

The Lakeside Community Planning Group was provided the opportunity to review this item and did not provide input.

**Recommendation**

The Committee recommends the existing 40 MPH speed limit of Mapleview Street from Maine Avenue easterly to 1,570 feet east of Ashwood Street (a distance of 0.55 miles), be recertified for radar speed enforcement.

Maker: Matella Second: Pennings Vote: yes-13, no-0, abstain-0, vacant-0, absent-2.

**Necessary Board Action**

File this report.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** March 10, 2017

**Item 5-B**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Signalization

**LOCATION:** San Dieguito Road, at Circa del Sur (west) and at Via dos Valles (Thos. Bros. 1168 F-2) FAIRBANKS RANCH  
San Dieguito Community Planning Group

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Signalization Review

### **PROBLEM AS STATED BY REQUESTER:**

There are six ingress/egress points along San Dieguito Road that access Fairbanks Ranch neighborhoods. It is difficult for traffic leaving the neighborhoods to pull onto San Dieguito Road. The Fairbanks Ranch Association would like to propose the installation of two new signalized intersections to include design, construction and funding entirely by them.

### **Existing Traffic Devices**

Circa del Sur West, accesses San Dieguito Road from the south and is stop controlled. There is a designated turn pocket for westbound motorists entering the neighborhood.

Via dos Valles accesses San Dieguito Road from the north and is stop controlled. There is a designated turn pocket for eastbound motorists entering the neighborhood.

<b><u>Average Daily Traffic Volumes</u></b>	<b><u>6/16</u></b>
Circa del Sur West	636 NB
San Dieguito Road	6,660 EB 6,780 WB
Via dos Valles	310 SB
San Dieguito Road	6,640 EB 6,235 WB

### **Discussion**

The Fairbanks Ranch Association approached the County to discuss the opportunity to establish signalized intersections in Fairbanks Ranch on San Dieguito Road. The Association hired a private consultant, KOA Corporation, to study various intersections along San Dieguito Road. The study identified two locations suitable for signalization San

**Discussion continued**

Dieguito Road at Circa del Sur West and at Via dos Valles. The study found that these locations met signal warrants in terms of vehicular volume.

The Fairbanks Ranch Association believes that the two intersections, once signalized, will provide the motoring community of Fairbanks Ranch a higher level of safety when accessing San Dieguito Road. They have committed to the funding, design and construction of these two signals. The County Traffic Engineer reviewed the study and supports signalization.

The Committee considered the proposed signals. Nine of eleven voting members believe the road and County will benefit from the installation of these two signals and support the project. Further, they suggested the installation of advance warning signs approaching the intersections to apprise motorists of the signals ahead. Two Committee members opposed this installation. One believed the signals would be a low priority public project and one preferred roundabouts. If approved by the Board of Supervisors for placement on the Traffic Signal Priority List, the County can review privately funded signal design plans, approve a construction permit, and accept the signals for maintenance after installation.

The San Dieguito Community Planning Group reviewed the locations and without voting provided input about limited lines of sight at these intersections today, proper signal timing needed due to possible tight signal spacing, and likely roadway delays if roundabouts are chosen.

**Recommendation**

The Committee recommends the proposed signals at San Dieguito Road, at Circa del Sur (west) and at Via dos Valle be approved. If approved by the Board of Supervisors for placement on the Traffic Signal Priority List, the County will review privately funded signal design plans, approve a construction permit, and accept the signals for maintenance after installation.

Maker: Steffen Second: Pearlstein Vote: yes-9, no-2, abstain-0, vacant-0, absent-0.

**Necessary Board Action**

File this report.

## SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

**COMMITTEE REPORT OF:** March 10, 2017 **Item 5-C**

**SUPERVISORIAL DISTRICT:** 5

**SUBJECT:** Radar Recertification

**LOCATION:** El Camino Real/La Noria from La Bajada southerly to La Orilla (a distance of 1.63 miles) RANCHO SANTA FE (Thos. Bros. 1167 J-3) San Dieguito Community Planning Group

**INITIATED BY:** DPW Traffic Engineering

**REQUEST:** Radar Recertification of the Existing 40 MPH Speed Limit

### **PROBLEM AS STATED BY REQUESTER:**

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 40 MPH speed limit.

### **Existing Traffic Devices**

El Camino Real/La Noria is a striped two-lane roadway that varies from 25 feet to 33 feet in width. There is edge-striping on both sides of the roadway. The road is classified as a Light Collector Road on the County Mobility Element Map. The road is posted 40 MPH/Radar Certified.

### **Average Daily Traffic Volumes**      **1/17**      **11/10**

El Camino Real: S/o Los Morros	4,180	3,720
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### **Spot Speed Data**      **85th Percentile**      **10 MPH Pace**      **% in Pace**

La Noria: 410' N/o El Camino Real	(2017) 43 MPH (2010) 42.9 MPH	34-43 33-42	85.0% 69.8%
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### **Collision Data**

There have been 16 reported collisions, six of which involved injury along this segment of roadway in a five year, two month period (01-01-12 to 12-31-16).

**Discussion**

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at a 5 MPH increment adjacent to the prevailing (85<sup>th</sup> percentile) speed of motorists. The result of the recent speed survey (43 MPH) supports recertification of the existing 40 MPH speed limit and radar recertification.

El Camino Real/La Noria is a narrow residential roadway with numerous driveways and several subdivisions taking direct access. The roadway's geometrics, limited shoulders, extensive vegetation, and vertical and horizontal curves make it challenging to traverse. El Camino Real/La Noria is a popular bicycle route with heightened equestrian and pedestrian presence utilizing the adjacent riding and hiking trail. The Committee believes the 40 MPH posting is reasonable and representative of El Camino Real/La Noria and supports recertification of the speed limit for radar speed enforcement.

Radar certification has proven to be an effective tool against excessive speeding. All the California Highway Patrol (CHP) representatives indicated El Camino Real/La Noria continues to meet their agency's criteria for continued radar speed enforcement.

The San Dieguito Community Planning Group and the Rancho Santa Fe Association were provided the opportunity to review this item and did not provide input.

**Recommendation**

This item recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit on in the unincorporated community of Rancho Santa Fe.

The Committee recommends the existing 40 MPH speed limit of El Camino Real/La Noria from La Bajada to La Orilla (a distance of 1.63 miles), be recertified for radar speed enforcement.

**Maker:** Campbell, Second: Hollywood Vote: yes-13, no-0, abstain-0, vacant-0 and absent-2.

**Necessary Board Action**

File this report.